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CENTRAL INTELLIGENCE AGENCY

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COUNTRY Germany (Russian Zone)

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(LISTED BELOW) 5 blueprints)*

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SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

SOURCE

1. On 15 July 1950 the management of the Stralsund Volkswerft (nationalized shipyard) consisted of Director Gebauer, (fmu); Chief Engineer Klowitz, (fmu), the managing engineer; and Miss Machael, (fmu), personnel manager. Other chief engineers were Gellert, (fmu), who was responsible for construction of trawlers, piping and installation; Bech, (fmu), who had charge of heating plants, piping and installation; and Fink, (fmu), who dealt with power plants and internal-combustion engines.
2. On 20 August 1950 the personnel of the shipyard totaled 5,334 workers, including 850 office workers. About 400 specialists from other Soviet Zone firms were also employed for work on the interior fitting of trawlers. The pay roll indicated that an approximate breakdown of workers included 520 electric welders, 180 acetylene welders, 90 coppersmiths, 80 pipe layers, 120 turners, 120 carpenters, 100 electricians, 50 boat builders, 1,500 ship-and enginefitters, 200 tinsmiths, 50 I.C.-engine builders, over 200 apprentices of all trades, and over 1,500 unskilled laborers.
3. Trawlers No 420 to 422 were delivered to the U.S.S.R. Trawlers No 423 to 433 were launched between 9 July and 31 August 1950 and some were nearing final outfitting while some were undergoing trial runs. Trawler No 428 was completely gutted by fire before her first trial run, allegedly as a result of sabotage. Trawlers No 434 to 439 are under construction on the assembly line. Trawlers No 401 to 406, and 412 to 419 of those built in the Volkswerft were delivered to the U.S.S.R. Nos 407 to 411 were assigned to the fishing fleet in Sassnitz at Ruegen Island. *
4. Two or three Soviet civilians attend the trial runs of trawlers. Acceptance trials are made in the presence of six or seven Soviet civilians. German masters employed by the shipyard act as captains of the vessels during trial runs and acceptance trials. When accepted the trawlers destined for the U.S.S.R. are transferred by Soviet navigating parties to Pillau (54°39'N/19°55'E) and Koenigsberg (54°43'N/20°30'E).

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25X1A* [redacted] Comment. A still unconfirmed report indicated that construction of a new series of drifters powered by 500-HP diesels will be started with drifter No 456.

6 Annexes: one sketch on ditto;
* five original blueprints. (forwarded to Navy)

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Legend:

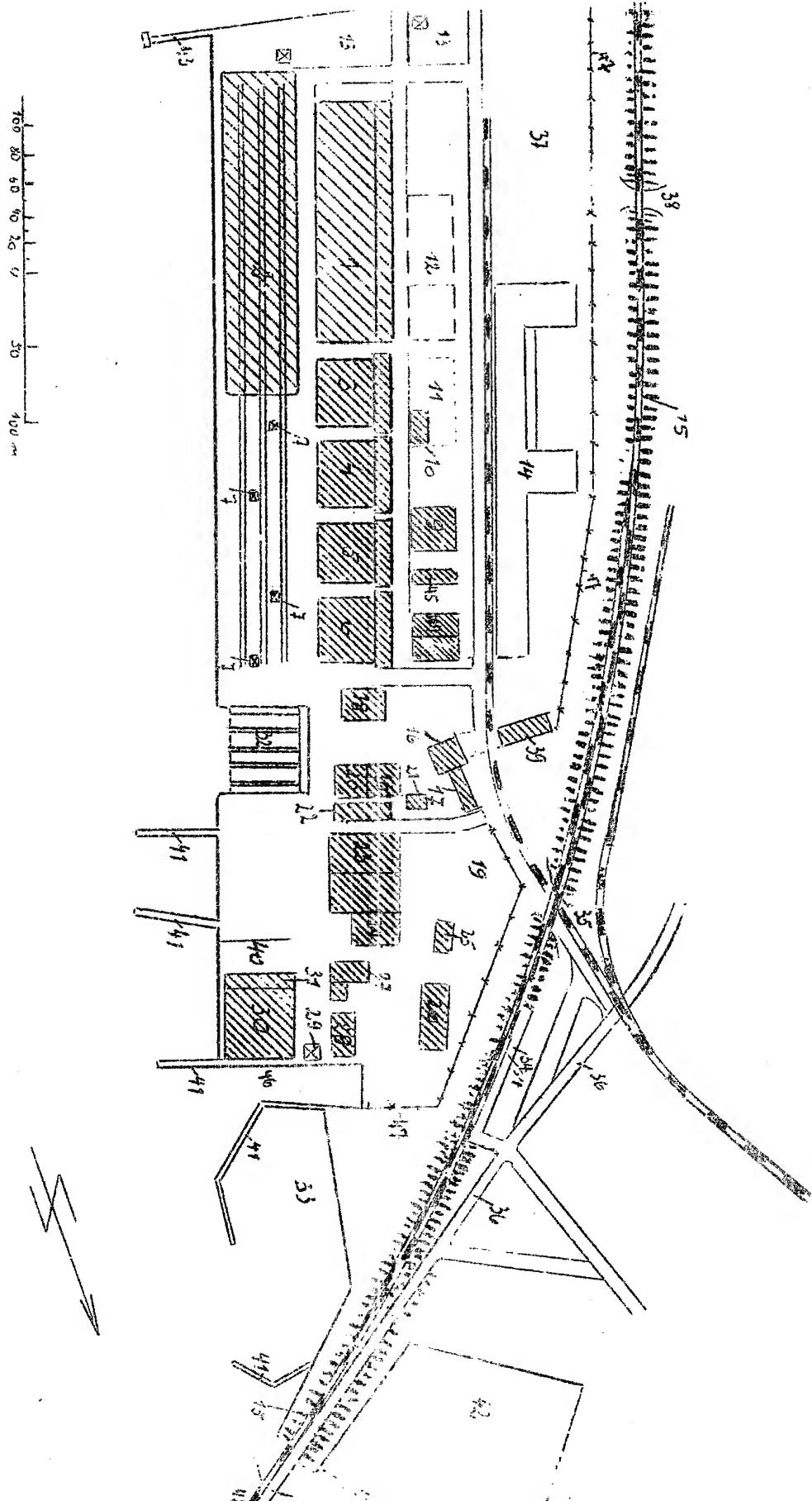
- 1 Workshop No 6, houses the first stages of the three assembly lines.
- 2 Workshop No 1, houses the tracing shop, the shipbuilding shop (workshop for treatment of plates and section irons, and partial assembly (section assembly).
- 3 Shop No 2 houses ship fitter's shop.
- 4 Workshop No 3, houses mechanical workshop and crane building shop.
- 5 Shop No 4 with joinery and boat-building shop.
- 6 Shop No 5 with turnery.
- 7 Four cranes servicing the assembly line outside Shop No 6.
- 8 Old mess building, probably in northern part of shipyard area.
- 9 Main storehouse.
- 10 Battery-charging station.
- 11 Lumber dump.
- 12 Projected building.
- 13 Shipbuilding material dump (for plates and section iron) with two cranes.
- 14 Club house, reading rooms and kitchen; partially occupied. Framework of northern wing finished.
- 15 Railroad line to Ruegendamm (Railroad embankment to Ruegen Island).
- 16 Watchtower) projected, at present temporary huts.
- 17 Gate control)
- 18 Preparatory work, glazier's shop, painter's shop.
- 19 Oxygen and carbide dumps.
- 20 Rigging shop.
- 21 Electrode store.
- 22 Fittings store.
- 23 Twin shed. Ground floor of northern part houses "Lager Buchholz" (Buchholz store) with furniture and fittings for trawlers, such as interior fittings, textile, crockery, plates and dishes; the ground floor of the southern bay accommodates the motor-car fitter's shop of the shipyard; the upper stories of the two bays house the designing office.
- 24 Compressor plant (Central compressed-air station).
- 25 Sawmill.
- 26 Boilerhouse.

- 27 Kitchen administration and old kitchen.
- 28 Old administration building.
- 29 60-ton crane at fitting-out quay.
- 30 Combustion-engine fitter's shop and "Severing Firm".
- 31 Electrical workshop.
- 32 Slip installation, was hand-operated and is going to be converted to electric drive by the Zschepen Firm from Thuringia.
- 33 Formerly the fishing harbor, now used for discharging lumber.
- 34 Ruegendorf railroad station.
- 35 Entrance to shipyard with railroad sidings. (The exact track system within the shipyard is not known).
- 36 Ruegendorf road.
- 37 Future site for gate-sawmill.
- 38 Second entrance to shipyard.
- 39 Fire station.
- 40 Old slip installation.
- 41 Wooden wharves.
- 42 Harbor of the Stralsund Government Shipyard.
- 43 Bridge to which a cableway from a nearby factory ran until 1945.
- 44 Unidentified.
- 45 Unidentified.
- 46 Fitting-out quay.
- 47 Approximate boundary line of shipyard.
- 48 Ruegendorf bascule bridge.

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Annex 1

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German Democratic Republic

FDD Abstract

MINUTES OF MEETING HELD IN THE MINISTRY OF AGRICULTURE AND FORESTRY, BERLIN

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[redacted] a meeting held in Berlin, [redacted] between officials of the GDR Ministry of Agriculture and Forestry, headed by Minister Goldenbaum, officials of the various Land Ministries for Agriculture and Forestry, representatives of the Farmers' Mutual Aid Association (central administration), of the People-Owned Farms (central administration), and of the Main Administration for Collection and Purchasing, and a number of Kreisraete (county officials).

In accordance with the agenda, the following problems were discussed:

- 1) Cultivation of the so-called "ownerless" areas of land
- 2) Inspection and investigation of farmers' cooperatives
- 3) The land reform - building program

Discussions on each of the above-mentioned points were in considerable detail and included reports and findings on Land, Kreis, and local level.

Highlights of information contained in the protocol:

ad 1) A resolution of the People's Chamber to increase the GDR's area under cultivation for 1950 from 5,010,000 to 5,088,000 hectares was stressed by Minister Goldenberg.

ad 2) A check-up of 10 out of 51 farm cooperatives in Mecklenburg revealed discrepancies of hundreds of tons of coal, briquettes, potatoes, and fertilizer, valued at a total of 3.5 - 4 million German marks. The importance of continued investigation of the cooperatives was stressed by Minister Goldenbaum.

ad 3) Financial credits for all building projects of new peasants are to be arranged by the Land Ministries not later than 10 October 1950. Building applications received numbered 6,500 on 3 October, as against 10,000 building projects called for under the Plan.

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13 April 1951